

COUNTRY Approved For Release 2004/07/08 : CIA-RDP80-00810A001100830008-0TOPIC Directives for the Physical Examination of Prospective Glider PilotsEVALUATION 25X1X PLACE OBTAINED 25X1DATE OF CONTENT 15 July 1952 to 10 February 1953DATE OBTAINED 25X1C DATE PREPARED 15 April 1953

REFERENCES

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REMARKS

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1. Training in gliding, which has been approved by the Soviet occupation power, was centrally controlled by the Athletic and Technical Association founded in July 1952 with its headquarters in Halle. A VP senior lieutenant acted as chief of the Department for Powered and Powerless Flying. The flying personnel of the VP air force was to be drawn from the membership of the association mentioned.
2. In October 1952, the chief medical officer of the VP Air Force was ordered to draw up directives on the basis of which certificates testifying the fitness for flying were to be made out. These directives which were completed on 7 December 1952 incorporated the following points:
  - a. Persons of both sexes who are mentally and physically fit may be admitted to training in powered or powerless flying after being found fit for flying by a committee of medical officers. The physical inspection will have to cover internal diseases, neuropathy, eye, throat, nose and ear diseases as well as specific women's diseases, in case the applicant should be a woman. As chairman of the doctors' committee acts the representative of internal medicine, who is also responsible for the final decision arrived at.

The findings of the physical inspection are to be entered on special forms which comprise several pages. At the end of the inspection each of the medical officers involved has to answer the following questions:

    - 1) Which deviations from normal did the physical inspection reveal?
    - 2) Are these deviations of major importance for a person practicing flying?
  - b. The following degrees of fitness were laid down:
    - 1) Tauglich I (class I fitness): Fit for sport flying and increased strains as occurring in advanced pilot training.
    - 2) Tauglich II (class II fitness): Fit for sport flying but not for advanced pilot training.

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3) Temporarily unfit because of disease or bodily defects which may be eliminated.

4) Unfit for sport flying.

c. Persons admitted to pilot training must be from 155 to 190 cm tall. Otherwise the same regulations and standards prevail as for physical inspections held prior to induction for military service. The directives for the conduct of the physical inspection concerned were based on the most modern results of medical science. The questions to be answered were worked out by well-known specialists such as Professor Dr. Hoesner, Professor Dr. Destunis and Dr. Jenke a heart and circulation specialist, all of them from East Berlin.

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d. In detail, the following tests were made:

Each of the candidates was X-rayed and radiographed, his blood pressure was determined, two cardiograms were made, and the efficiency of the heart was determined by a number of tests. Each irregularity discovered made the candidate unfit for flying. A blood count and several blood tests were made including Hg and FI tests. The state of the lungs was required to be normal. Specific lung diseases, such as tuberculosis, even if they had been healed, any irregularities in the status of the lungs, as well as chronic lung diseases such as asthma, emphysema etc. made the candidate unfit for flying. Other irregularities or diseases ruling out the admission to flight training included all diseases of the stomach, the digestive tract and of the kidneys; major cicatrices as produced by surgical operations; all allergic diseases; diseases in blood producing organs; improper functioning of endocrine glands; varicose veins affecting the lower limbs; any diminution of the strength of vision and any degree of color-blindness; any defect in the auditory faculty or the organs of hearing. The inspection of the vestibular organs effecting the sense of balance included the revolving chair test and caloric tests for the ears. All candidates showing deviations from normal were rejected. The results of neurologic tests had to be normal. Psychological tests were designed to determine the type of personality, the intelligence rating, the faculty of reception and concentration as well as the reactions of the candidate concerned. Female candidates who suffered from difficulties in the discharge of the menses were rejected.

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the draft for the directives governing the physical inspection for glider pilot candidates was submitted to an undetermined Soviet agency.

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